BEAUTIFUL CUBA.

NATURAL ADVANTAGES WITH WHICH THE WARSWEPT ISLAND IS ENDOWED.

WHAT IT OFFERS IN THE WAY OF SIGHTSEEING FOR THE PEACEFUL TRAVELLER-A MAGNIF-

A sad contrast awaits the visitor to Cuba in these iys, if he has ever looked upon the islant as it was half-decade ago. Then, despite bygone revolutions, despite Spanish misrule and despite the mutterings of future trouble, the island was beautiful, peaceful, niling and prosperous. Now almost no one goes to Cuba unless he is a newspaper correspondent er uness he wants to write a book. Five years ago it was sulte different. Many Americans yearly made the digrimage, to bask for a winter under the genial n of the Antilles, for the attractions that Cuba

had to offer were many and unique.

The climate is delightful in the winter months. At Havana it seldom rains, while the temperature never arles above 78 degrees and below 58 degrees Fahren-To be sure the hotels are not elegant, but then he weather is so mild that the tourist enjoys knock-He does as the Cubans do-takes things easily and doesn't worry. There is plenty for him to see and do. Havana, on the northern coast, and Santiago. Cienfuegos and all those cities on the ithern coast, founded long ago by the conquering are as distinctly foreign as any cities in Europe. And though they do not possess the artistic rest, they have a character of their own that is just as absorbing to the roving American. The mediaeval Spanish and the native life have grown up in them together. At first one looks out upon the nd fading civilization of the Old World, upon the tawdry and tattered grandeur of the waning sh influence. One sees on this side and on that palaces of enduring marble. The contrast, however, is startling as one turns to the narrow, wretchedly paved streets which mark a land that has never been anything but half savage. Traces of the native life the old Indian and the domineering Spanish grandee comes the new race, the amalgam that is flercely pushing its way to the front JUST FAR ENOUGH FOR A DELIGHTFUL SAIL

One of the chief reasons, undoubtedly, of Cuba's popularity before the war as a winter resort for ericans was its accessibility. One might leave New-York by steamer on Saturday afternoon and sch Havana, after a delightful trip, on the next Wednesday. Or if he were a poor sailor, he could reduce the sea voyage to twenty-four hours by American tourists three years ago would have been glad it they could have had before them Murat ead's recent book on Cuba. Mr. Halstead tells you in a few, crisp words just what kind of a life you will lead when you reach Havana and go to hotel. Mr. Halstend has just been there in war time, but life in Havana proper has not great-ly changed from what it used to be. You must get up fairly early if you travel with Mr. Halstead; at

least, so he says.

One must testify the regularity of the habits of the Cubans. There is schsiliveness to uniformity in the servants that gives one a hint of Chinese exactness. When I touch the butten at the head of the bed 4 7 c'clock in the merning, and feel bound by the iron rules in the air to do it, a bearded friend appears in 150 seconds, puts in a grim face on which there is no trace of a smile, and says one word, "Coffee?" I not like a wooden man, and say "Good morning." I've minutes pass, there is a light knock, and a man, dressed in undershirt, breeches and shoes, appears, and bears on a sliver waiter two silver pots, one with the handle for the right hand, holding black coffee, and one with the handle for the left hand, full of hot milk. There is a small roil of delicious bread and a smaller roll of good butter, and they never vary a hair's breadth; two oranges, all the juicy cells opened by the keen knife that has shaved the skin away, and not shed a drop of orange blood.

THE SILVER QUESTION IN CUBA

THE SILVER QUESTION IN CUBA

Do you want to go shopping or curlo-hunting If so, it is essential first to give careful study to the currency problem, which is complicated enough to make even a Boy Orator tremble. Here is what

TAWDRY BRIGHTNESS OF HAVANA. Havana certainly has its drawbacks. The har-It could be readily and effectively drained. Yet the Spanish policy of corrupt do-nethingness has al-lowed the sanitary conditions to grow worse each year. Further up in the town, however, things are

better, and there is certainly plenty to interest the

"There is, ' said I. N. Ford in a series of letters to The Tribune a few years ago, "fulness of life in this Cuban capital, with exuberance of animal spirits and light-hearted gayety. There are few careworn faces to be seen in the crowded streets, the besy areades and the spacious plazas. The cafes and restaurants are thronged day and night with a pleasure-loving, rollicking population Around the shabby little statue of Isabella gathers nightly a motley concourse, joyous in mood and mercuria; in temper, to listen to the feeble murmur of a Spanish band, or to traffic in lottery tickets and to laugh and chatter by the hour over frivolous jests. What Paris is to France, Havana is to Cuba. It is the centre of the island's life, activities and recreation. The times may be hard, but to the Lydian measures of their favorite and characteriscity Cubans disport themselves with intensity of enjoyment. Here are the only good theatres of the island, and two opera companies can draw crowded houses on the same night. Here are the best Spanish clubhouses, and play runs high in gilded gaming-houses. Here is the bustle caused by the daily movement of a population of 250,000, and under the glare of electric light the city lose the aspect of faded grandeur and is again the most brilliant and gayest capital of Spanish America.

The bull-ring remains, as in former years, the favorite anusement of the Cubans, but the performances are less frequent and the sport is poorer. The cockpits are the chaspest and most popular entertainment, and Sunday would be incomplete and dull without many of these revolting exhibiting the chaspest fairly delirious with tions. The spectators become fairly delirious with excitement as the buttle proceeds. Betting on the result runs high, and many a poor montero has all that he has in the world staked upon one bird or the other. A passion for gambling is the heritage of the Spanish blood -like administrative corruption. The popularity of the lottery is explained by the same race instinct. In other Spanish-American countries the lotteries are conducted for the benefit of churches and hospitals; but here the Government monopolizes the business as a permanent source of revenue."

The "new woman" is altogether unknown in Havana. There is not even a woman's club there. In fact, in this regard the city is actually mediaeval. The women of Cuba are short in stature, plump and well-rounded in figure, graceful and supple it movement, with dark eyes that flash at night and melt by day. Like the beautiful wild flowers of the Cuban woods, they mature very early, and they fade as rapidly. The prettiest girl will be plain long before she is thirty. Handsome women in middle life are never seen in the tropics, but only in the temperate zone. The beauty and charm of Cuban women is evanescent, but real and irresistible while it lasts.

A CHANCE FOR SKETCHES.

"On its picturesque side," says a writer in "Cuba and the Fight for Freedom," "the artist will find Cuba a rich field for the exercise of his talents. He will find such sights as will fill his soul with joy; types of strange people; lovely blue and crushed strawberry one storied houses; curious old cathedrals, gray and worn with age; priests in long black cassocks and severe of countenance pretty Cuban girls with great, dark eyes; turbaned negro women black as their African ancestors, old women and children selling lottery tickets or the streets; beggars picturesque in their dirt and rags; queer carriages and carts of ancient style and build, and buil-fighters strutting proudly up

the Prado.

All of the interest of Cuba does not, however, centre in Havana. The cities on the southern coast, formerly the strongholds against the roving

pirates and buccaneers of the Spanish Main, are quaint and curious. One does not have to possess a vivid imagination to picture Velasquez as he sailed into the beautiful harbor of Santiago, nearly four centuries ago, and gazed with delight on the fertile valleys before him.

"Santiago Harbor seen at daybreak," says Mr. Ford, "is a glorious spectacle, which stirs the pulses of the most slughtsh traveller and remains in the memory a silhouette of entrancing beauty. The rockbound coast sullenly opens its granite gates, and jealously guards the entrance to a spacious bay flanked by mountains. One of the glant cliffs sloping abruptly seaward is crowned with a gray and yellow fortress. So narrow is the entrance that the ship seems to pass directly under the antique battlements and Moorish turrets, and the sentinels on the stone terraces and the prisoners behind the barred windows are almost within call, save that the breakers underneath the green bank are filling with uncar the cavernous depth of the rocky buttresses. The harbor onens and widens as the ship satis on until it is a placid expense of sheltered water with blue mountains encircling it, and the city a long way in the distance, transfigured in the golden light of a tropical morning. Like Rio, it lies among hills, with mountains encamped about it, with islands bristling with fortifications, and with seaward defences which could be made impregnable, even with meatre engineering skill. Like Rio also, it is a foul and shabby town, unworthy of its magnificent surroundings.

"Santiago was founded by Velasquez in 1514, and the streets have never been swept to this day. There are incrustations of mould on the Cathedral walls, and there is the dust of ages on the low-browed tiled roofs of the crumbling, dilapidated, tilled houses. In other Spanish-American towns dirt is painted over or whitewashed at least once in a decade; but here it passes for time-stain and is considered quaint and venerable. The streets are padded with lime and filth, and the city with the popu

NO EMPIRE STATE EXPRESS TRAINS HERE. Cuban railroading is simplicity itself. The trains run about when they please and how they please, and in making up the trains cattle, instead of engines, are employed to draw the cars to-gether. One can argue from this that it is a great

than an expert engine-driver. Matanzas, not far from Havana on the north

Matanzas, not far from Havana on the north coast, is in a decadent mood. It once ranked next to Havana, but the rich planters have become impoverished, and the best plantations have passed into the hands of Spanish adventurers.

"All is changed." says Mr. Ford, "save the beauty of the landscape setting of the city and the unrivalled splendor of the marine views from hillside and headland. No grander prospect can be had in Cuba than that which opens from the Chapel of Monserrate, back of the town. The Yumuri flows through a gorge four miles in length, which is walled off to the right and left by abrupt and picturesque hillsides. There is a wide-reaching vista beyond, with plantations of sugar, coffee and tobacco, groves of palmettes, pineapples, cocoanuts and orange trees, thickets of almond trees and limes, fields of corn and patches of potatoes, and here and there a stately royal palm. From one of the highest coigns of vantage near the city may be seen plantations and farms on which every fruit and product known in Cuba is under cultivation, and the landscape is fringed with dense woods, wherein mahogany, chony, and even rosewood, flourish:

"What might have been" has always been the burden of the sight that comes from the American

with dense woods, wherein materials were reserved to the even rosewood flourish.

"What might have been" has always been the burden of the sigh that comes from the American in Cuba. The Old World has shown more than one picture of decay and glories lost through corruption and misrule. But these are far away, and do not shock the American as does the picture of Cobe.

WHAT CUBA MIGHT BECOME.

"Cuba under American administration," says Mr. Ford, "would have been to-day one of the richest, most prosperous and most healthful countries in Mountainsides which within a few the world. years have barely been scratched by mining en-gineers would have been in a high state of development. Forests which are now either track less or the haunts of lawless marauders would have been paying tribute to the commerce of na-tions. Coffee, sugar and tobacco plantations, intions. Coffee, sugar and tobacco plantations, under intelligent supervision and with improved machinery, would have been quadrupled in value, Yellow fever would have been quadrupled in value, Sentrary science, and the picture-sque mountains of the south coast converted into the most popular winter resorts for Northern invalids. Every industry of the island would have received an invicorating impulse.

The past cannot be undone, but the abundant vitality that Cuba has shown for centuries, bound down, as she has been by an indoint people and by a Government whose policy has at every point been opposed to development angurs well for the future. The island has suffered fearfully during the war, but under an intelligent Government the echoes and ravages of the bitter contest would fade away, and Cuba would surely become one of the enduring worders of the New World.

HORSE AND CARRIAGE TRADE NOTES.

There are three money standards in this country—American gold Spanish gold, and silver, and there is a great time in close calculations. I noticed a newly arrived American citizen in a cafe, treating three friends to beverages of their several selections, and partaking of his own hospitality, and you will observe this means four drinks. Payment was made with an American five-dollar gold piece, and, settling the account, he received in change a five-dollar Spanish gold pleee and 40 cents.

He was so well pleased that he "treated" again, this time paying with the Spanish gold pleee, and his change was five silver dollars and 40 cents.

"Now" said he, "I'm going to study out this thing and get up a scheme. It seems there is money to be made by taking to drink. The more liquor I buy, the more money I've got. This more liquor I buy, the more money I've got. This more double standard."

There was 2 per cent premium on American gold compared with Spanish, and 29 per cent on Spanish gold as compared with silver, so my friend's computation was correct. He had out of \$5 spent \$120 in drink, and still had \$5.50 in silver.

HORSE AND CARRIAGE TRADE NOTES.

Mr. Innis, of the Studebaker Brothers Manufacturing Company, in Canal-st, near Broadway, any the large discounts offered by his firm previous to removal to their new quarters at Broadway and Prince-st, are clearing out their present stock of carriages, wagons, trucks, harness, etc., at a most gratifying rate. The business in sleighs still on hand should find ready customers at the prices asked. William H. Gray, of Nos. 20 and 22 Wooster-st, reports business as fairly good. He sold a number of sleighs and a few broughams in the last week. His stock of sleighs is very large, and embraces everything new in that line, rumbbes, victorias, jump seats and fancy-top sleighs, all handsome and stylish.

Downey, Duncan & White, of the late J. B. Brewspire of the companies of the late of the price of the late of the price of the late of the price of the late of the late of the late

West Fifty-first-st, report a brisk trade in sleighs since the last snowfall. They still have a few light sleighs on hand, together with a number of handprevails in the streets near the short. The provoking part of it is that the city is so situated that it could be readily and effectively dealers. apacity on repair work. Edward Callanan's Sons, of No. 57 West Forty-

fourth-st., says business is very encouraging; his sales in the last week have gone beyond expectations, and include, beside a number of sleighs, a stylish, well-appointed brougham to a prominent

New-Yorker.

The big carriage house of Van Tassell & Kearney, in Thirteenth-st. near Third-ave, is offering great inducements to purchasers of sleighs. Sleighs for speeding, for comfort, for family use, two or four everything in sleighs. The firm's stock of broughams, coupe rockaways, and other seasonable carriages is one of the largest and most complete in the city, and embraces a number of bargains in second-hord verifields.

econd-hand vehicles.
R. M. Stivers, in Thirty-first-st., near Third-ave.,

"THAT'S A PORKYPINE, SARAH."
"NO. IT AIN'T, BILL IT'S A ORSTRIDGE!"

IN THE CYCLING WORLD.

LITTLE INQUIRY FOR GEAR CASES ON NEW WHEELS.

PREPARATIONS TO MEET THE DEMAND FOR TAN-DEMS-ONE OF THEM BUILT WITH

There is a demand on the part of a considerable number of riders for gear cases, and some of the manufacturers have made up their minds to meet it, if possible. Hitherto any suggestion of the kind has been received with little favor in this country. In England, on the other hand, gear cases are in general use, and the same is true of mud guards, which are seldom seen on this side of the water. The principal reason for this difference is doubtless to be looked for in the differing climatic conditions. In England it rains on the slightest provocation, and a long period of fine weather is exeedingly rare. English riders accordingly have to be prepared for rain and mud, and equip themselves with means of pratection against both—with rubber coats or cloaks in one case, and mud guards and gear cases in the other. Mud guards were furnished with American road wheels two or three years ago pretty generally, but one is rarely noticed on a man's bicycle now. Gear cases are even rarer, but, nevertheless, an effort is now being made to meet whatever demand may exist. ever demand may exist.

The bicycle people do not all look on the matter in the same way, however. This was shown by the answers given to inquiries made on the same day last week at the New-York headquarters of two of the principal concerns in the bicycle business. Here they are: No. 1-Yes, we are working on a gear case, though I don't know anything about the details yet. We hope, though, to produce something that will answer the purpose and meet the wants of delicate work about it, because the tread is so narrow nowadays, and the crank runs so close to the chain. I do not believe that the majority to the chain. I do not believe that the majority of riders want gear cases. No. 2-No, I have heard nothing about a gear case being made by this company. There is no demand for such an attachment in this country. It would be a difficult thing to make, anyway, Our machines are made as narrow as possible in every way, and, to tell the truth, there is no room for a gear case on one of these wheels. I suppose the idea of such a case is to protect the chain from dust and mud, but it would be almost impossible to keep the chain from striking against it causing an unpleasant noise, espeimpossible to keep the chain from strains against it causing an unpleasant noise, especially as there is a tendency to run chains pretty close to the frames. I would not expect goar cases to be used, if they were on the market, by more than a small percentage of riders. They are no more needed than mud guards, and who would think of using a mud guard nowadays?

patent has been taken out on it. It is supplied with electricity produced by a generator attached to the rear fork, with an armature revolved by a band running from a grooved wheel on the rear hub. The inventor contends that when going at a moderate speed a light that when going at a moderate speed a light of normal candle-power is produced, and, of course, the higher the speed the greater the light. The advantage of this lamp over other electric lamps is that the weight of the battery is got rid of. The weight of the apparatus for the new affair is not given, but apparently it cannot be very great. Only a bulb would be needed on the head of the wheel, connected with the generator by a fine wire. e generator by a fine wire

The principal item of cost in turning out a new model each year is that entirely new patnew machinery. The manufacturers have felt this keenly, and in one case at least a method of utilizing the patterns of the previous year has been hit upon. Bicycles of the pattern of the 26 whoels are to be put on the market the coming year, and sold at \$75, as against the standard price of \$100 for the model of '97. They will be, so it is said, new wheels, and first-table in every particular ways that they are not

"How much are you going to allow on this year's wheels in exchange for new ones?" was asked My h tisitor at a blevele establishment in this city. M cannot tell you exactly." was the reply of the attendant addressed, "but I think not more than \$50."

for us by the market for second-hands. When we know what we can get for them we shall be in a position to talk business with you. The trouble is that many people in search of a low-priced bicycle prefer to buy a new one, because it looks fresh and fine, not realizing that a second-hand high grade would give them far better service and much more satisfaction."

An inquiry is made in "The L. A. W. Bulletin" for a description of a skirt that will permit the wearer to ride a diamond-frame wheel. Perhaps a combination of skirt and trousers, which has recently been patented, will meet the wants of the fair inquirer. The account given of this nondescript garment says that the rear portion nondescript garment says that the real portion is so made that it may for a part of the distance from the waistband down be readily opened, and when the opening is closed an apron covers the skirt opening, so as to give the appearance of an ordinary walking skirt. If this description is not complete it is not the fault of the present writer. He has not seen the garment, and has

Something was heard a number of times early



Enropean Advertisements. WHERE TO SHOP IN EUROPE.

The Grafton Fur Co., Ltd. ART FURRIERS. The Leading House for

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AMERICANS' FAVORITE TRUNKS AND BAGS

PARENT HOUSE PARIS, 1, RUE SCRIBE CHAMPS-ELYSEES BRANCH 57, AVENUE MARCEAU

LONDON, 454 STRAND. IN THE WORLD-ALL PRICE

in the year about a leather tire that was to be superior to tires of rubber and sold for a lower price. Nothing has yet come of these promises, The leather tire is not yet on the market, and there is no prospect that it will soon, if ever, make its appearance. The concern which was going to turn out the tires in large quantities has got into financial difficulties, and its affairs are likely to stay tied up. Some of its promoters believe as firmly as ever in the feasibility of making tires of sole leather, properly moulded. A man having many years' experience in handling leather said to the writer, however, that it would be impossible to nake a leather tire that would answer the purpose. "The trouble," he re-marked, "would be in keeping the leather in condition after it once got wet. It would be cermarked, "would be in keeping the leather in condition after it once got wet. It would be certain to get hard and crack. I have never heard of any preparation that would prevent this. See how the thing works practically. For shafting which is under cover, leather belting is used, but for outside work you will find rubber belting used almost every time. If a leather belt cannot be so treated that it will stand the weather, no mere can a leather tire. There need be no fear that anything will supplant rubber for that use." The fact is that in the leather tires proposed some time ago only the outside, or "shoe," was to be of leather; within this was a rubber inner tube to hold the air. Another drawback to the leather tire, therefore, would be the firm hold which the single-tube tire has taker on the great majority of riders. Single-tube tires are so well majority of riders. Single-tube tires are so well made and can be so easily repaired that the field for the double-tube variety is steadily narrowing.

A novelty in bleycles has been got up in Germany. It is called the Eiffel tandem. The rear seat is at the ordinary height from the ground; the other rider is perched aloft some twenty feet, reaching his elevated position by a sort of ladder, presumably after the man in the rear has got the vehicle under way. There must be considerable difficulty in keeping the machine balanced. Such a vehicle can have no practical use, 'although it is suggested that the rider up aloft is in a position to keep in a good backent.

The growing vogue of the wooden handle-bar suggests that a novel bar was put on the market this last year, which met with a small degree of favor. It was a steel bar of the adjustable type, covered over the entire surface with a preparation of cork, so that it could be grasped by the hand equally well at any point. It was believed that it would contribute to ease of riding, as the position of the hands might be frequently changed without bringing them in contact with metal at any time. It of utilizing the patterns of the previous year has been hit upon. Bicycles of the pattern of the Tii whoels are to be put on the market the coming year, and sold at \$75, as against the standard price of \$100 for the model of 77. They will be, so it is said, new wheels, and firstrate in every particular, save that they are not up to date. This is one of the ways in which the demand for lower priced bicycles will be met. the tired feeling that frequently assails the palm of the hand and ball of the thumb after several hours' riding.

greater demand for tandems next year than ever before. This year the demand exceeded not more than \$50."

"That's not a great deal," went on the inquirer, "my wheel, for example, is just about as good as when I got it."

"Well," said the bievele man, "that is something we can't fix for ourselves. The price is fixed for us by the market for second-hands. When the price is th the supply, and the makers were unable to that can be bought at a reduction from the regular price, but the number of them is not large. Perhaps the greatest run on tandems for 1897 will be on the combination style—that is, a diamond frame and loop frame combined. One tandem shown the present year had a double loop frame, and was designed for two women riders in ordinary costume. There are evident difficulties in making such a machine strong enough to stand the wear and tear to which it must be subjected.

> hibition. Not only are many of them already to be seen, but some of the makers have been ready to fill orders for the last few days, and announced that their new machines could be procured in time for Christmas presents

If one could examine a bicycle of the kind most popular six or eight years ago, he would have a realizing sense of the improvements that have been made. The easiest way is to turn back to a magazine or paper of half a dozen years ago, and look at the illustrated advertisements. Of course, pneumatic tires were then undreamed of, and the latest ideas in frames at that not remote day will bring a smile to the lips of those who keep abreast with what is going on in the cycling world of to-day. The glowing language of the advertisements accompanying the cuts also has a tendency to excite mirth. One cannot help wondering, though, if it is possible for the next half-dozen years to show as marked improvements as have been made since 1850.

HEAVY CHRISTMAS MAILS.

THE JOYOUS SEASON GREATLY INCREASES WORK IN THE POSTOFFICES.

Christmas time may bring much joy and pleasure with it, but it entails upon thousands and thou-sands of persons throughout the length and breadth of the land an unusual amount of toll and labor. Noticeable among these are the employes of the Postal Department. An almost inestimable num-ber of the gifts exchanged in the last week were sent through the mails.

Upon inquiry at the Postoffice it was learned yesterday that from a rough estimate the Department had not had as much to do as last year. Superintendent Clark of the mailing department told a Tribune reporter that so thoroughly and systemcleally had his mea worked that his division had been entirely cleared of all Christmas matter yes-terday morning, excepting the mail from Europe, which had arrived that morning at 8 o'clock on the

Thursday had been the banner day in point of size of the mails which had passed through the mailing division. In emergencies like those of the last few days the regular men volunteered their services in working overtime. On Thursday the section of clerks which usually work from 12 noon to 9 p. m. continued on steadily until midnight. At some later day this overtime is made up to them. The incoming and outgoing foreign mails have been

some later day this overtime is made up to them. The incoming and outgoing foreign mails have been extremely large, according to Mr. Clark, Wednesday night the Teutonic brought in 1,988 sacks of mail matter. On the same day the Paris took out 1,333 sacks, while the week before the St. Louis carried 1,494. A week ago yesterday the Lucania carried 1,356. These figures give an idea of the work Christmas brings to the Postofflee forces.

Superintendent Morgan of the New-York delivery said that the biggest days for his men had been on Wednesday and Thursday. In the uptown districts, especially on the West Side, the carriers had been kept on the go all day long, and were even deprived of their holiday, for the mails were in such a crowded condition that it took until late Friday afternoon to clear them up. All of the substitute carriers were brought into service. Mr. Morgan said that by sesterday morning the department had finished the Christmas business and got it well out of the way. That morning there had been about 2,500 registered letters and packages which had been sent out for delivery. The special delivery stamps had been used to a greater extent than ever before. Wednesday and Thursday there had been 5,000 letters and packages with special delivery stamps delivered. This is a big showing. There had been a big falling off in the number of Christmas cards used, Mr. Morgan stated.

Enropean Advertisements.

EUROPEANS AND TRAVELLERS WILL find the London office of The Tribune, 75 Fleet Street, E. C., a convenient place to leave their advertisements and sub-

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Offers unequalled accommodation for real comfort and luxury in every detail. Moderate charges.

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Overlooks the Park and occupies the finest possible of the park and occupies the p sition in London. Apartments at moderate charges for a short or long period. Cuisine managed by an experienced French chef. Telegrams, "Soigné,") G. GELARDI, London. Sec'y & Manager.

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The International Palace Hotels. The Ghezirch Palace, CAHO The Riviera Palace, NICE The Riviera Palace,
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Reformation, ticket to all points and to reserve ac-

A DE LA SALLE MEMORIAL

omm dation apply International S. C. Co.'s Officeckspur-st., London, or 3 Place de l'Opera, Paris.

IT WILL BE A MARBLE ALTAR IN ST PATRICK'S CATHEDRAL.

THE BROTHERS OF THE CURISTIAN SCHOOLS WILL ALSO ERECT A CHAPEL THERE-SCENES FROM THE LIFE

OF THE SAINT. A memorial altar to the Blessed De La Salle will be erected in a few months in St. Patrick's Cathedral. It will be a fitting cribute to the memory of the good man, as it promises to be an exquisite work of art. The cost of erecting it will be de-Order of the Brothers of the Christian Schools, the founder of which was De La Salle. Those who were on the committee that accepted the plans for the memorial do not care to mention the cost of the altar. To the left of the main aisle, near the Fifthforeign flesorts.

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Rome, Italy. **Grand Hotel**

The most complete of Modern Hotels. Electric light throughout. American elevators. C. Ritz, of "Navoy Hote","
Lumbon.
Frankforter Hof,"
Frankfort, a. M.
A. Pfyffer, of "6d, Hotel National,"
Lucerus.

TURIN.

Grand Hotel, et d'Europe MENTONE.

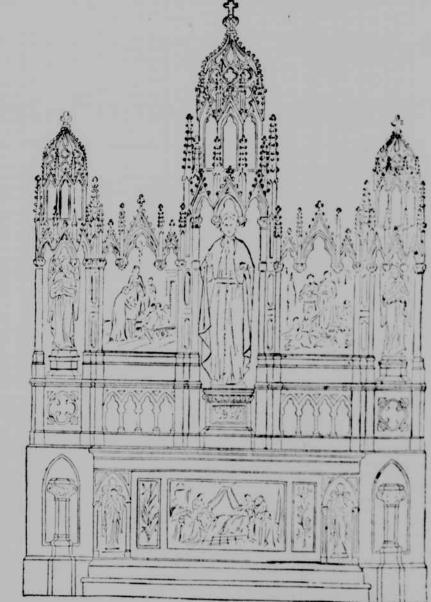
Gd. Hotel lles Britannique. "Cosmopolitan,"

Nice.

Hotel Beau Site,

one tandem shown the present year had a double loop frame, and was designed for two women riders in ordinary costume. There are evident difficulties in making such a machine strong enough to stand the wear and tear to which it must be subjected.

The bicycle manufacturers have been unusually prompt in getting their 1897 models on example. The bicycle manufacturers have been unusually prompt in getting their 1897 models on example to the Cathedral, is a magnificent away and the Cathedral away and the Cathedral, is a magnificent away and the Cathedral away away and the Cathedral away and the Cathedral away and the Ca



NEW ALTAR FOR ST. PATRICK'S CATHEDRAL.

chapel, which will also commemorate the life of De La Salle the altar will be placed.

The altar memorial, which is of Gothic style, is to be entirely of marble. The table will be of Carrara and the reredos of Eschellon. Under canopies will be three statues, two representing the memorial will be known as the altar of the Blessed De La Salle. Carrara and the reredos of Eschellon. Under canopies will be three statues, two representing angels and the other De La Salle. The statue of De La Salle will be in the centre of the altar. Each canopy will be octagonal in shape, and the columns supporting them will be of Mexican onyx. Resting on a pedestal will be the statue of De La Salle, which is to be of white marble of Carrara statuary design. On each side of this statue and between the angels will be scenes from the life of the hely founder of the Order of the Brothers of the Christian Schools. The scene on the right of the statue of De La Salle represents De La Salle teaching children, and the one on the left shows him distributing his fortune of about \$80,000 to the poor during the famine in France in 1857.

THE LAPSED POLICIES RESTORED. The Manhattan Life Insurance Company has re-

stored the lapsed policies on the lives of the mempers of the Washington Irving Union upon payment of the overdue premiums. Each member is insured for \$1,000 through the union, but, owing to the failure of an officer of the organization to make the payments, the policies became void. As the holders had actually paid in the money, the insurance company walved its right to cancel the policies.